

# Fuel Oil non-availability report

Name of Vessel:	<i>Emma Oldendorff</i>	Flag:	<i>MTA</i>	IMO Number:	<i>9676606</i>
(if other relevant registration # enter here) :					
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :					
Hong Kong (sailed 01oct 09:00lt) – Vancouver,wa (arrived 20oct 08:00lt / sailed 22oct 23:12lt) – Vancouver,bc (arrived 23oct 12:30lt / sailed 30oct 03:00lt) – hawk inlet (eta 02nov 05:00lt / etc 08nov 12:00lt – delay is caused by black/low tides) – Skagway (eta 08nov 14:00lt / etc 09nov 12:00lt) – Akita (eta 20nov)					
Port of Origin:	<i>Hong kong</i>	Date:	<i>01oct2015</i>		
Port of Destination:	<i>Vancouver,WA, Vancouver,BC , Hawk Inlet &amp; Skagway</i>	First US port of Arrival:	<i>Vancouver,WA</i>		
Date vessel first received notice that it would be transiting in the N. American ECA:					<i>30sep2015</i>
Vessel's location at the time of notice:		<i>HuangPu</i>			
Date/Time ship operator expects to enter N American ECA:			<i>20.10.2015/ 1648 hrs LT</i>		
Date/Time ship operator expects to exit N American ECA:			<i>11.11.2015/ 1200 hrs</i>		
Projected days ship's main propulsion engines will be in operation within N American ECA:					<i>8.5 days</i>
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					<i>LSMGO: 0.008%, 0.00246% HSHFO: 2.19%</i>
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
<p>The vessel was provided with compliant LSG fuel in the far east, before steaming over to the west coast and was consuming LSG ever since the ECA zone was entered. On top, the vsI was resupplied with LSG in Vancouver,WA and Vancouver,BC, in order to have the max amount of LSG on board, when heading to Hawk Inlet and Skagway.</p> <p>Unfortunately neither Hawk Inlet, nor Skagway allow supply of LSG and therefore the vsI will most likely be about 15mts short and will have to switch to HFO, before exiting the ECA zone.</p>					

Name of suppliers contacted:	Address:	Date of contact:
In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

<b>Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:</b>							
Neither Hawk Inlet nor Skagway are offering LSG supply in port and the vessel is therefore unable to receive any further LSG, before exiting the ECA zone.							
<b>If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:</b>							
Nil							
<b>List below U.S. ports visited in the last 12 months:</b>			<b>If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:</b>				
<b>Name</b>	<b>Date</b>	<b>Did vessel use compliant fuel oil? (yes/no)</b>					
a) Hawk Inlet	02.11.2015	yes	<b>Report</b>	<b>Date</b>	<b>Port</b>	<b>Type of Fuel</b>	<b>Comments</b>
b) Vancouver WA	21.10.2015	yes	1)				
c) Vancouver WA	20.06.2015	yes	2)				
d) Vancouver WA	26.11.2014	yes	3)				
e) Skagway Alaska	21.11.2014	yes	4)				
<b>Ship Master Name:</b>		BONEV MITKO DOSEV		<b>Ship Operator Name:</b>		Oldendorff GmbH & Co. KG	
<b>Legal Agent in the U.S.:</b>		North Pacific Maritime		<b>Ship Owner Name:</b>		Rosewater Maritime Inc.	
<b>Name of designated Corporate Official:</b> Markus Eller							
<b>Address (Street, City, Country, Postal Code):</b>			Willy-Brandt-Allee 6 23554 Lübeck Germany Mail: P.O. Box 21 35 23509 Lübeck Germany				

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001		
<b>Signature</b>	<b>Print Name</b> BONEV MITKO DOSEV	<b>Date</b> 02 nov 2015